Ministry of Finance has also since authorised KRC to float their bonds themselves and the Corporation is shortly going to the market for sale of their Bonds.

(e) Owing to shortage of funds and the temporary stoppage of works in this sector, the project is likely to slip by 6 months to a year.

Quota for Rail Bookings onThe Recommendation of MPs.

1263. SHRI S. MUTHU MANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to consider to reintrodue the quota system for the bookings made in the Parliament House which was existing earlier against the recommendation of the Members of Parliament;

(b) the reasons due to which the above facilities were discontinued; and

(c) whether it is also a fact that the quota allotted for the Parliament House has now been taken over by the Railway Headquarters?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) The Sleeper Class quota in Parliament House Booking Office was allotted to provide accommodation to the companions of the Members of Parliament who were entitled to travel in second class. Since the companions of the Members of Parliament are now entitled to travel in First/AC Sleeper Class alongwith Members of Parliament, there is no need for this quota in Parliament House Booking Office.

(c) No, Sir.

अजमेर से खंडवा तक की मीटर लाइन को बड़ी लाइन में बदलना

1264. **श्री राजा किशन मालवीय :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के अधीन अजमेर से खंडवा तक की मीटर लाइन को बड़ी लाइन में बदलने का कोई प्रस्ताव सरकार के विचाराधीन है;

(ख) यदि हां, तो यह कार्य कब तक शुरू होगा; और

(ग) यदि नहीं, तो इतनी महत्वपूर्ण लाइन की ऐसी अनदेखी करने के क्या कारण है?

रेल मंत्रालय में राज्य मंत्री (श्री के॰ सी॰ लेंका) : (क) से (ग) रेलों ने छोटी लाइनों/मीटर लाइनों को बड़ी लाइनों में बदलने के लिए एक कार्य योजना शुरू की है। संसाधनों की सीमित उपलब्धता के कारण यह कार्य चरणबद्ध आधार पर किया जा रहा है। चित्तौड़गढ़-नीमच लाइन का आमान परिवर्तन पहले ही किया जा चुका है। नीमच-रतलाम का कार्य प्रगति पर है। रतलाम-खंडवा को कार्य योजना में शामिल कर लिया गया है और संसाधनों की उपलब्धता के अनुसार इसे आगामी वर्षों में शुरू किया जाएगा। चित्तौड़गढ़-अजमेर की प्राथमिकता का निर्धारण करने के लिए यातायात सर्वेक्षण शुरू किया गया है।-

Resuming Taj Express from New Delhi Railway Station to Agra

1265. SHRIMATI KAILASHPATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to resume Taj Express form New Delhi Railway Station to Agra;

(b) if so, by when; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) Does not arise.

(c) Non-availability of spare terminal/ maintenance facilities at New Delhi Railway Station.

Issuing Season ticket from New Delhi to various stations

1266. SHRIMATI KAILASHPATI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of monthly season tickets issued from New Delhi and Hazrat Nizamuddin every month for Feridabad, Kosi Kalan, Mathura and Agra during the last one year; and

(b) the number of seats available in various trains from New Delhi Railway to Faridabad, Kosi Kalan, Mathura and Agra for season ticket holders?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Number of Monthly Season Ticket issued from New Delhi & Hazrat Nizamuddin for Feridabad, Kosi Kalan, Mathura and Agra during 1992-93:—

Month	Ex New Delhi				Ex Hazrat Nizamuddin			
	Faridabad	Kosi Kalan	Mathura	Agra	Faridabad	Kosi Kalan	Mathura	Agra
April'92	113	30	594	Nil	6	Nil	32	Nil
May'92	136	27	604	Nil	2	1	45	Nil
June'92	124	32	594	Nil	6	2	29	Nil
July'92	142	26	691	Nil	4	1	30	Nil
Aug'92	135	29	695	Nil	5	Nil	41	Nil
Sept'92	136	37	677	Nil	2	4	38	Nil
Oct.'92	150	34	746	Nil	6	Nil	35	Nil
Nov.'92	131	35	674	Nil	3	Nil	33	Nil
Dec.'92	141	37	617	Nil	4	4	31	Nil
Jan.'93	126	31	615	Nil	2	Nil	38	Nil
Feb.'93	130	39	650	Nil	5	2	30	Nil
Mar.'93	133	48	725	Nil	6	6	32	Nil

(b) EMU/Passenger and other trains going to Faridabad etc., with load and carrying capacity.

S.No.	Type	Train No.	Load	C. C.
1.	EMU	359/360	9—18	720
2.	EMU	355/356	9—18	720
3.	EMU	363/364	9—18	720
4.	EMU	879/880	9—18	720
5.	EMU	479/480	9—18	720
6.	EMU	383/384	9—18	720
7.	EMU	381/382	8—16	640
8.	EMU	453/454	8—16	640
9.	EMU	365/366	8—16	640
10.	EMU	397/398	6—12	480
11.	EMU	373/374	6—12	480
12.	Passengers	391/362	21—22	720
13.	—do—	369/370	16—32	1120
13.	—do—	367/368	16—32	1120

OTHER MAIL/EXP. TRAINS

S. No.	Train No.	No. un-reserved	Carrying Capacity provided	Accommodation
1.	9020 Dn.		4	320
2.	7020 Dn. (Ex. NZM)		4	320
3.	4004 Dn. (Ex. NZM)		6	480
4.	1058 Dn.	"	4	320
5.	4068 Dn.	"	2	160
6.	4006 Dn.	"	10	800
7.	1450 Dn.	"	4	320
8.	4310 Dn.	"	4	320
9.	2616 Dn.	"	2	160
10.	9024 Dn.	"	4	320
11.	2628 Dn.	"	2	160
12.	8478 Dn.	"	3	240
13.	2618 Dn.	"	2	160
14.	2904 Dn.	"	2	160
15.	8238 Dn.	"	2	160
16.	2138 Dn.	"	3	240
17.	3008 Dn.	"	4	320
18.	4678 Dn.	"	3	240
19.	6018 Dn.	"	5	400
20.	6688 Dn.	"	3	240